

US 18/151 access study

Preliminary Concepts

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There are several types of access that can exist along a US or state highway facility including at-grade, grade separated, and interchange access. At-grade access consist of intersections with public streets and private driveways. Private driveways can be commercial, residential, agricultural such as a field access, or a combination such as a farm that provides access for residential and agricultural uses. Grade separations usually allow roadways to cross via a structure and include overpasses and underpasses. Interchanges are also grade separations providing access between roadways via on-ramps and off-ramps. Many of these access types are depicted on the *Maps of Preliminary Concepts*

How to use the maps of preliminary concepts

The maps depict existing access locations as well as recommendations for future access and local roadway circulation. It is important to understand what the symbols represent when looking at the maps. The following information lists both the access map symbols and a graphic representation of the type of access that is depicted by the symbol. This allows you to correctly interpret the information that is portrayed on the attached maps. An inventory of the existing access and the recommendation for future access is also depicted in a table format.

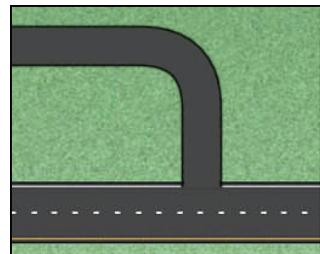
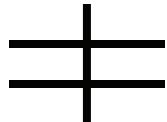
MAP SYMBOL

DESCRIPTION

EXAMPLE

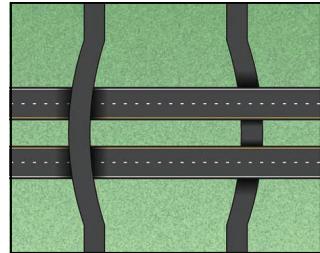
Existing at-grade access

Existing at-grade access points along US 18/151 include intersections with public streets and private driveways. Private access points commonly found along the highway include residential driveways, farm access, and field access. A few existing commercial driveways also exist along US 18/151. There are several intersections with public streets along the highway. These include full access intersections where the median is also open allowing left turns onto and off of US 18/151 and "T" intersections.



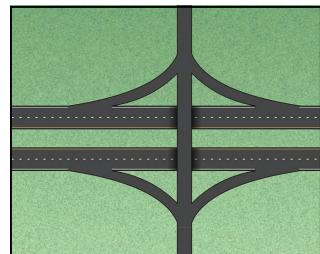
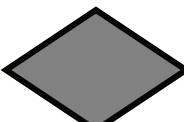
Grade separation

These locations allow the local street or highway to cross over/under US 18/151, but do not provide direct access to the highway. This allows local circulation to be preserved and reduces the "barrier-effect" of the state highway. Grade separations do not provide access to the highway, but are important for local circulation allowing a vehicle to travel to a location where access to the highway is provided.



Interchange

Existing interchanges are typically located where US 18/151 intersects major state and county highways and where a higher degree of need for access exists (village of Barneveld and Mount Horeb). Future interchanges are recommended only at locations that allow adequate spacing between them (2 - 5 miles). In addition, future interchanges are recommended only at locations where future needs are anticipated to be the greatest.



Cul-de-Sac, and closures/relocations

Where the existing at-grade access accommodates a very limited amount of traffic and/or has the potential for safety risks, it may be recommended for conversion to a cul-de-sac, relocated to another roadway, consolidated with other access points, or removed from the highway. In these cases, alternate access is provided via another location through enhanced local roadway circulation.

